	CLASSIFICATION	<u>IA-RDP80-00810A007</u>		
•	CENTRAL INTELLIGENCE	E AGENCY REF	PORT	
	INFORMATION I	REPORT CD	NO.	25 X 1
COUNTRY	East Germany	DAT	TE DISTR. 28	September 1955
SUBJECT	 Main Administration for Roads of Ministry for Transport 	f the NO	OF PAGES	11
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Kyritz Strausberg Cottbus Magdeburg Stendal Halberstadt Halle on the Saale River Eisleben Wittenberg Erfurt Muehlhausen Gera Meiningen Dresden Bautzen Karl-Marx-Stadt Zwickau Plauen Leipzig

d. Nationalized Road construction interprises at:

Greifswald Potsdam Halle on the Saale River Weimar

4. The following details on operations and administrative procedures were furnished: 1

The Main Administration for Highways is in charge of all logg-distance highways and autobahnen, as well as of bridges on these highways and of Autobahn resthouses. Prior to 1953, new road and bridge construction projects had to be approved by the Soviet Control Commission, which also recommended those bridges these load especity bad to be increased to 40 tons for wheeled vehicles and 80 tons for tracked vehicles. soviets were primarily interested in the existence of a modern eastwest route in the northern portion of the GDR. In 1954, the responsibility for all highway construction projects was transferred to the Ministry of the Interior. Liaison officer between the Ministry of the Interior and the Main Administration for Highways was Department Chief Messerschmidt, who in late 1954 was replaced by Ochsmann. The volume of on work to be done for the Ministry of the Interior increased at the volume of road construction work done for civilian purposes dwind ore and more. Of all road construction projects executed in 1954, only 25 percent were of a commercial nature, while 75 percent were of a purely military character. The Autobahn bridge over the Cdef River at Frankfurt, a so-called "friendship project" will cost approximately 48,000,000 DME. Since 1952, from 20 to 25 percent of the money available for bridge construction projects has anually been allocated for this project. Roads built on behalf of the Ministry of the Interior are financed by this ministry and construction work is not under the control of the State 3 Commission. Such reals by the nationalized and byroeds required by highest For Road Construction in Berlin. Approximately and byroads required by big the interior projects of the Ministry of the Interior must be financed by the administrative

agencies concerned, i.e. either Kreis or Bezirk administrations.

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Construction projects of the Ministry of the Interior were under way at Strausberg, Weisswasser, Prora-Lanken and Torgelow.

b. Wonstruction materials, road construction machinery and the labor force available were edequate for a volume of construction work valued at 70,000,000 DME. It is believed that the volume of construction work executed in 1955 will be much smaller in view of major construction projects planned by the Ministry of the Interior! In connection with these projects, some Bau-Union firms have already been withdrawn from public construction projects. The situation in the GDR building industry is rather tight, because structural steel, timber and cement are in short supply and subject to rationing. Money allocated to new construction projects critically reduces the funds wailable for general repair and maintenance work. The consequences of this situation is that the physical status of all roads has deteriorated considerably since World War II, Only brown coal tar is used for the surface treatment of highways. The quality of repair work done leagess much to be desired, because the subsurface of roads cannot be reconditioned in view of the shortage of stones. In the winter of 1954/1955, frost day occurring in Bezirk Leizig amounted to 23,000,000 DEE. The production of stones cannot be raised for lack of quarrying machines, although 4 large Soviet stone breakers were recently made available. Well hardened crusher jaws are in short supply in all quarries. In view of this situation, the resolution has been taken henceforth to provide highways only with concrete surfaces. A granulated blast furnace cement is mostly used as a bed for the surface layer. This cement is furnished by the Foundry Combine East (EKO) at Fuerstenberg/dir (Stalinstadt). Almost the entire output of copper-slag bricks is exported.

c. Four special highway maintenance enterprises are available for the construction of new highways and general repair work on roads. A total of 23 "Staatliche Strassenunterhaltungsbetriebe" (State Highway Maintenance Enterprises)(SSUB) are employed for road maintenance work. Each SSUB controls several Kreis road maintenance points. The SSUB responsible for maintenance work on autobahnen is located in Halle/Saale. This agency controls 6 field main posts (Hauptbetriebsstelle). All the 28 enterprises mentioned are controlled by the Construction Department of the Main Administration for Highways.

d.

When a Polish delegation of highways technicians visited the GDR Main Administration for Highways, it was learned that the Poles were spending motion instruction projects and the maintenance of highways the GDR. It was believed that about 50 percent of the continuous machinery used by the Poles dated from the period 1910 - 1922. The remainder were modern Polish and Soviet machines. Information obtained indicated that administrative procedures in Poland were more efficient that in the GDR. Highway construction projects were generally started on schedule and construction material seemed to be available in adequate quantities. Profits made by the individual construction enterprises are not transferred to the state, but invested by the enterprise involved. The wages of Polish road construction and maintenance workers are 80 percent of the wages paid in Germany. The leading personnel of Polish road maintenance agencies is probably more efficient than the corresponding personnel in the GDR.

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In 1953, an order was issued to the effect that all GDR highway maintenance posts had to form so-called brigades. Previously, the road since foremer whom was simponsible for d in East ber of road ance foremen of specific a Mighway. Major damages were repaired by workers of the SSUB under the control of the road mender in charge. The organization of brigades, the smallest of which is in the strength of 3 men, has had a detrimental effect on the quality of road maintenance work done. These road maintenance brigades are primarily interested in fulfilling their work quotas, and they therefore concentrate on the repair of major damages thus neglecting minor damages. Road maintenance formen are mostly not in a position to check on the repair work performed by the road maintenance brigades working under them. Efforts have been made since March 1954 to work out reasonable regulations for road maintenance work. Progress in this direction, however, is too much hampered by stress on political considerations and a blind imitation of Soviet procedures. Apart from stone chippings, material required for road maintenance work is available in adequate quantities. Storage facilities for hard coal tar are in short supply, however. Road maintenance work also suffers from a shortage of road building machinery.

- f. In 1954, a 12-ton road roller was developed in the GDR. The roller duled to cost approximately 40,000 DME. Tests made with this roller indicated, however, that it was not suitable for quantity production. Most of the road building machinery in use is furnished by the USSR, because Western currency is not available. The Main Administration for Mighways is interested in buying the exhibition models of all foreign road building machines on display at the Leipzig Fair. It would be difficult however, to obtain replacement parts for these machines.
- Thorough repair work involving a reconditioning of the road surface and its subgrade is meeting with increasing difficulties. The same applies to repair work on roads. The shortage of stones in so acute that the urgent widening of maior highways had to be postponed again and again. In 1954, highway experts drafted a memorandum for the State Planning Commission. In this memorandum, it was pointed out that the poor condition of GDR highways was the cause of an excessive wear-and-

50,000,000 DME for repair work on highways and the construction of new roads. It was unknown, if these sums have actually been made available or not. The various administrative agencies in charge of road construction work are only informed about the budget available to them for current maintenance work and general repairs. In most cases the sums allocated to the different Bezirke proved inadequate. Bridges were frequently closed when money or materials were not available for the repair work required. Allthese shortages make planned road and bridge maintenage work impossible. The emergency bridges built in the GDR after 1945, will not be replaced by permanent structures before 1961, if the situation in the field of highway construction work is not radically changed.

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The expansion of machine and tractor stations in the GDR represents an additional strain on East German highways. The heavy machinery of these agencies subject highways to an excessive wear. The absolute of stones required for road construction parties is so that the construction purposes.

the construction of new highways and bridges did not take into consideration the monetary means and the construction materials required. The monetary means required for highway and bridge construction projects exceeded by 70 to 100 percent struction project is listed in a soovisional plan). Detailed reasons are execution of this project and an estimate of cost is also made. The approved by the State Planning Commission, was a the beginning of construction work. After has been approved, the Designs Bureau for Road begins to ork on the so-called Vor- und Feinprojektierungsvertraege complete designs are checked Potology Description tog the lanning agency involute after the project the highway construction project will be signed and approved by the Minister or State Secretary. The budget committee of the Volkskammer checks on the volume of highway construction projects submitted by the various planning agencies. Usually, the Volkskammer cuts the sume planned to be spent on highway construction projects. In 1955, these 25X1 cuts were very heavy. The whole procedure of checks and controls by various administrative agencies drastically changed the original investment plan, drawn up by the Main Administration for Highways. Since time available is usually very short, the modifications to be made are effected in a hasty way.

plans had to be modified in the GDR. This experience induced the a total of 31,000 Main Administration for Highways to include in its provisional plans (Projektierungsplaene) for highway and bridge construction projects, imaginary projects which could be eliminated in the event that monetary a locations for construction projects were cut. Plansmade for the reconstruction of damage the suffered from the fact that in most cases the extent of dama bild only be determined after the debris had been cleared away from the structure involved. It happened that the cost of repair work was much higher than assumed in the provisional plan submitted. This again led to a time-consuming modification of investment plans which had to be approved by the GDR Council of Ministers. In 1954, plans made for financing of reconstruction work on bridges had to be modified 4 times on some occasions. After 1954, plans made for bridge construction work were fulfilled 35 to 40 persont. It is a law in the GDR that financial plans and shway and bridge construction projects must be minutely construction enterprises. Since estimates of the state by the state agencies leave much to be desired, construction enterprises are reluctant to accept the contracts offered. The quarrels resulting from these differences often extend over several weeks. For fear of losing strative agencies 1 n obliged to conclude contract which on the cific sum must be made P construction work Trk is also hampered 25X1

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	by the fact that work at designs offices is done by so-called brigades which put the quantity of work performed before quality of performance. The consequence is that designs completed have to be modified several times. Thus, for example, the designs for the bridge over the Spree River at Cottbus and the Saale River at Schkopau had to be changed 3 or 4 times after construction work had already been started. The structural steel delivered for the bridge at Schkopau had to be replaced 3 times. When it was found out that the last delivered steel was also inadequate. The signs of the bridge was modified. This involved a normal started at 1,200,00 DME.	
	i. The production of structural steel in the GDR is a critical problem. Production plans of rolling mills are often made irrespective of actual requirements. Very often, the structural steel required for the individual construction sites arrived only in the 4th quarter of	25X1 25X1
	the year and the consequence was that construction work could not be completed on schedule.	25X1
1.	Comment. Many of the names mentioned in the present report were previously.	known
	It is believed that the information on construction materials in addition to very clumsy administrative proced make it improbable that the deterioration in the physical status of roa will be stopped in the near future.	25 X 1
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ممبر	road and bridge construction program was fulfilled 92.8 percent, while present report indicates that this program was only fulfilled 50 percent at most.	the the 25X1
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